



Northwest Valley Freeway Improvements



April 25, 2007
Grand Democrats, Sun City Grand



ADOT Northwest Valley Project Partners



City of Phoenix





Regional Transportation Plan (RTP)

- In 2003, Maricopa Association of Governments (MAG) developed \$15.8 billion Regional Transportation Plan
- In 2004, voters approved Proposition 400
 - Provided funding needed to implement Regional Transportation Plan
 - Extension of 1985 voter-approved plan
 - Funded by half-cent sales tax



What is the Regional Transportation Plan?

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- A Partnership between ADOT, MAG, local governments, Valley Metro and Valley Metro Rail to:
 - Manage regional transportation programs
 - Coordinate project implementation
 - Develop finance strategies
 - Foster communication and public involvement
 - Facilitate regional collaboration

Local & Tribal Governments

Business & Community Groups

Citizens

INPUT

Maricopa Association of Governments (MAG)

Develops Regional Transportation Plan

Regional Transportation Planning Process

Arizona State Legislature

Approves plan to go to voters

Prioritizes Projects

Oversees to ensure performance standards

Citizens

Approve Funding for Regional Transportation Plan*

ADOT

Implements highway projects in Regional Transportation Plan

Federal Highway Administration

Oversees ADOT compliance
Provides federal share funding

*Maricopa County voters approved current Regional Transportation Plan in November 2004.



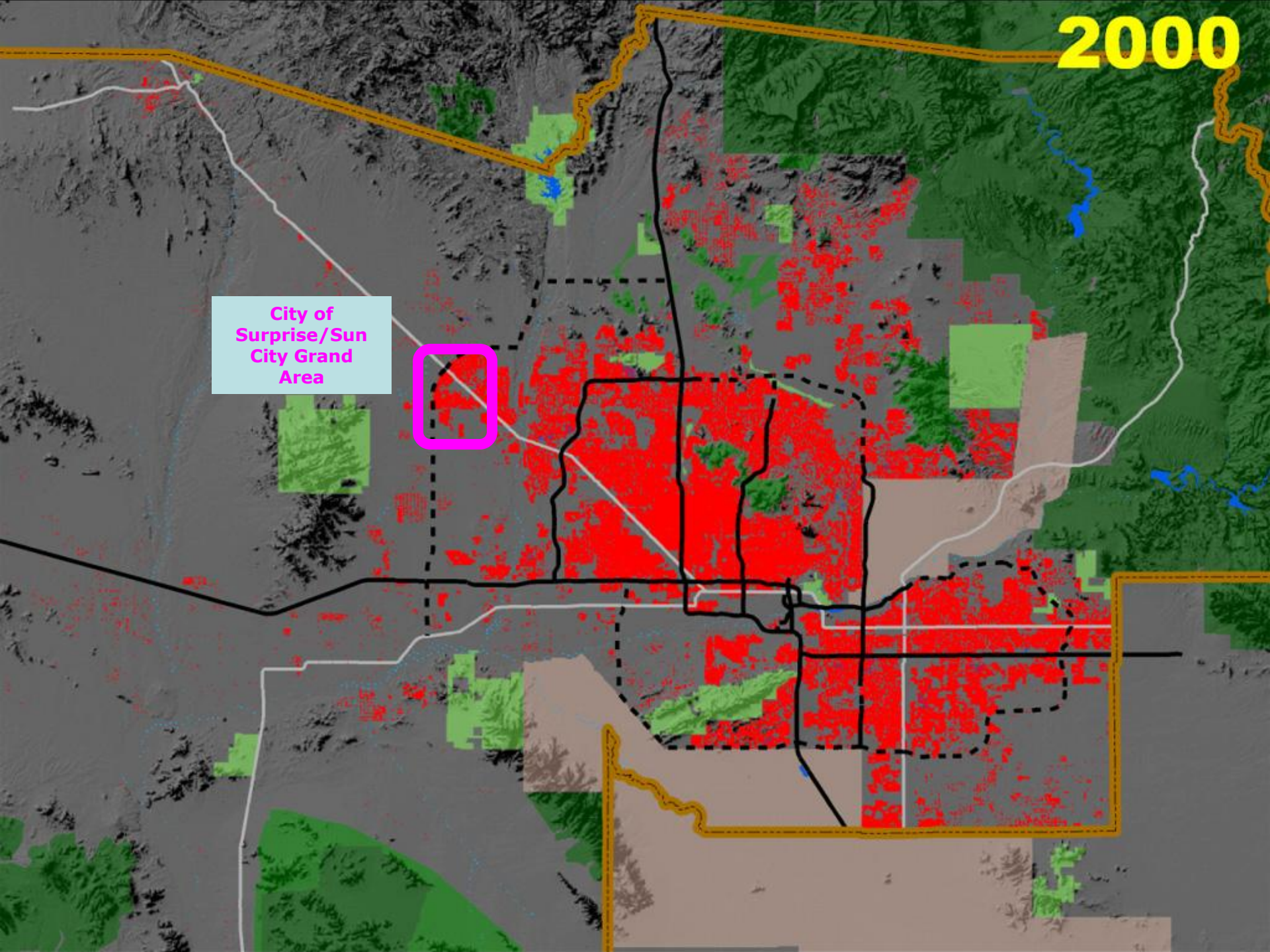
Why was a Regional Transportation Plan Needed?

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- To efficiently pool and prioritize resources
- To get buy-in from all communities and agencies for a balanced program
- To meet increasing needs of the community:
 - Valley population projected to increase from 3.7 million to 5.7 million by 2025

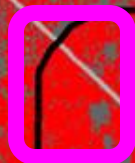
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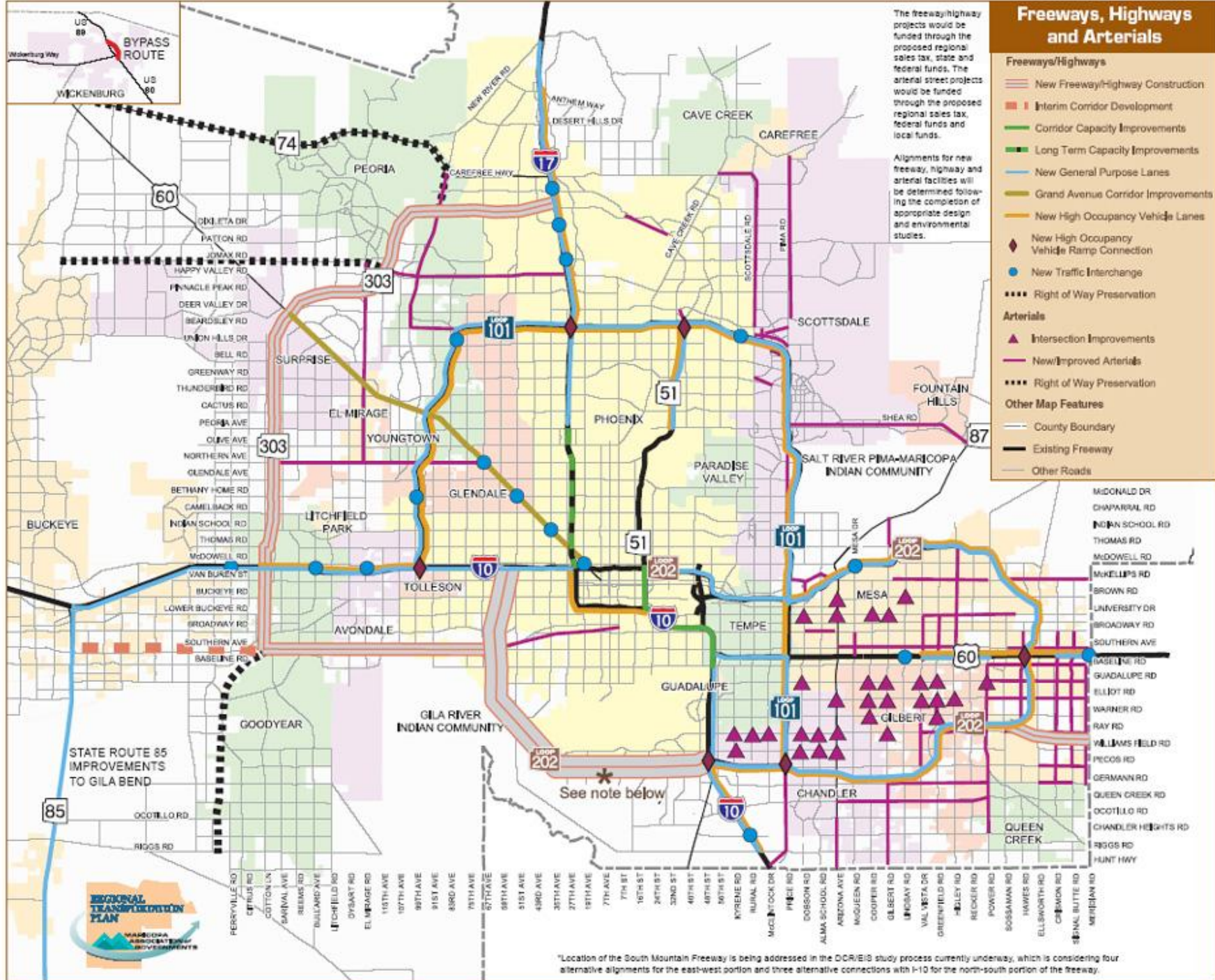
City of
Surprise/Sun
City Grand
Area



2030

City of
Surprise/Sun
City Grand
Area







MAG's Role: Create the Plan

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- Develop Regional Transportation Plan (RTP) and conduct regional transportation planning
- Set priorities for scheduling and funding
- Approve accelerations and cost changes to RTP
- Approve air quality analysis on all regional transportation projects



ADOT's Role: Deliver the Plan

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- Implement RTP Freeway Component
- Conduct studies to identify/evaluate alternatives
- Coordinate environmental reviews
- Acquire right-of-way
- Design and construct freeways
- Maintain freeways
- Approve Regional Freeway enhancements



FHWA's Role: Oversight

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- Serve as lead federal agency
- Participate in study process
- Provide document review and approval
- Provide funding



City of Surprise's Role: Transportation Partner

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- Maintain existing city roads
- Plan, design and construct new city roads and improvements
- Mayor and City Council:
 - Represent Surprise residents in MAG planning and prioritizing discussions
 - Collaborate with ADOT on enhancements



Public's Role: Input

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- Learn about multi-modal options
- Support transportation planning
- Provide input on routing, corridors and development



Managing the Existing Transportation System

- Population Growth:
 - ADOT does not control land development
 - ADOT cannot require developers to pay for roads
- Rising Costs
- Environmental Issues/Studies
- "NIMBY"
- Transit
 - Commuter/heavy rail options currently under study



Grand Avenue Widening Project



- Scope of current project includes:
 - Study design concepts to widen from current 4-lane to continuous 6-lane arterial street
 - Investigate and document environmental impacts
 - Recommend preferred design alternative



Planned Improvements US 60 (GRAND AVENUE)



LEGEND

-  Widening Project
-  General Improvements

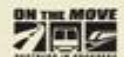
Planned Improvements

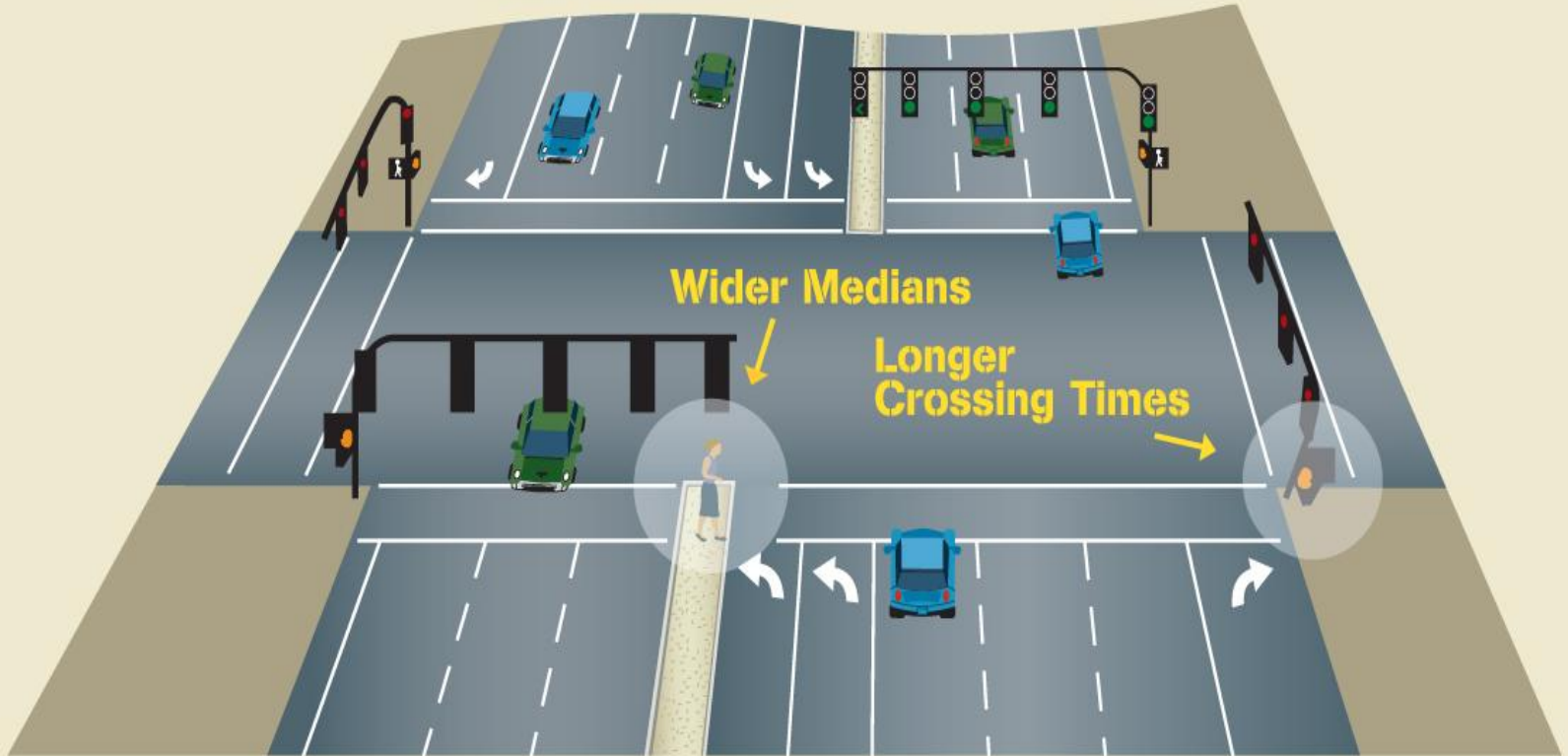
- A** 99th to 83rd Avenues
- B** Loop 303 to 99th Avenue
- C** Loop 101 (Agua Fria Freeway) to McDowell Road*
- D** Loop 101 (Agua Fria Freeway) to Van Buren Street*

Regional Transportation Plan Phases

Phase I	2006 -2010
Phase III	2016-2020
Phase II	2011-2015
Phase IV	2021-2025

*Project pending
environmental process

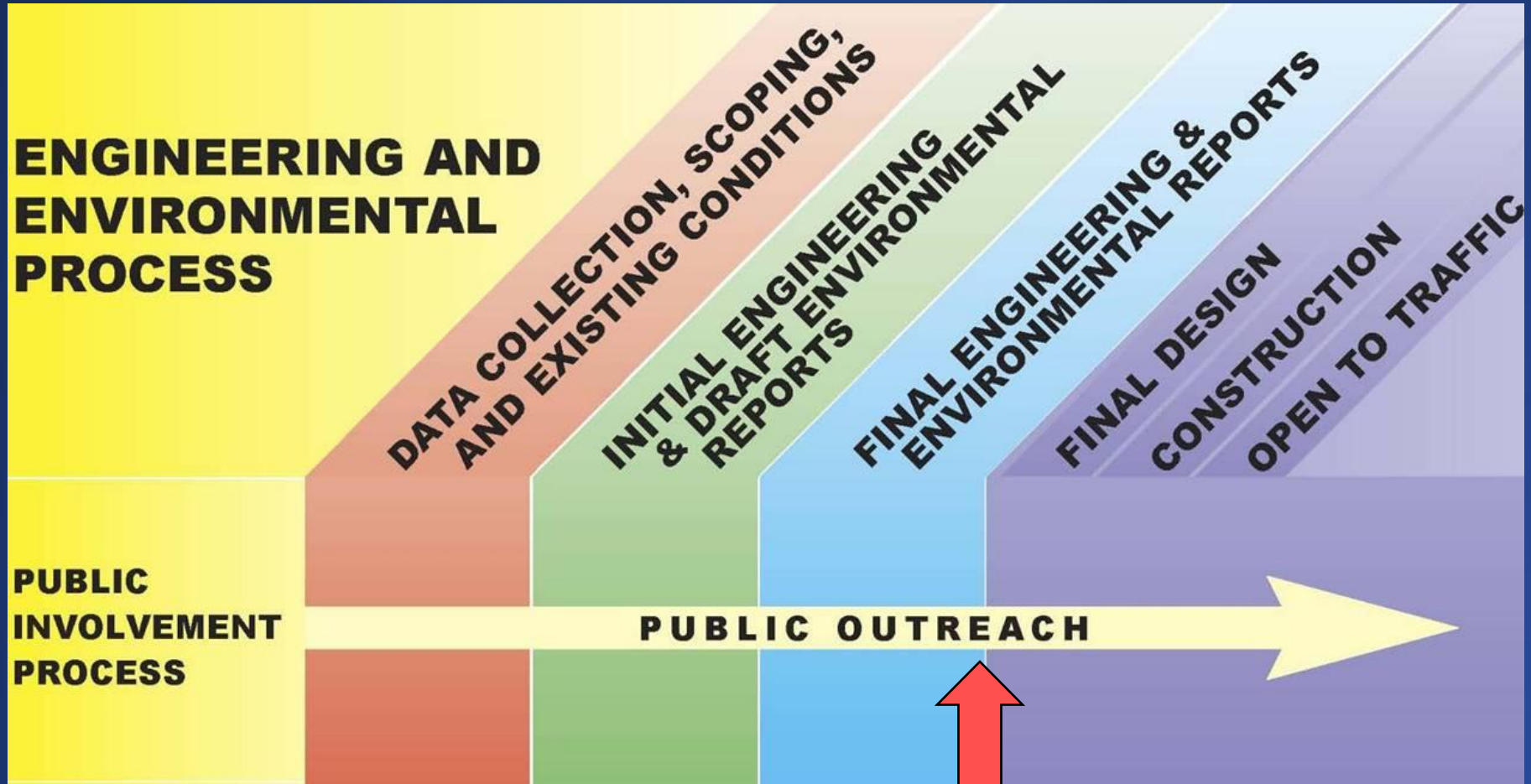




Grand Avenue Intersection Improvements



Grand Avenue Widening Project



Project Status



Why Widen Grand Avenue?

- Primary urban arterial connecting:
 - Cities of Surprise, Peoria & Wickenburg
 - Towns of El Mirage and Youngtown
 - Unincorporated areas of Maricopa County, including Sun City/Sun City West
- Vital link in statewide highway system
 - Will become more important as growth continues to west and southwest
- Serves as link between Metro Phoenix and Las Vegas / I-15



Long-term Needs for Grand Avenue Corridor

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- Accommodate typical weekday traffic projections
 - 25,900 vehicles daily (west end) by 2010
 - 40,800 to 57,100 vehicles daily by 2025
- Improve...
 - Safety
 - Drainage
 - Appearance



Future Steps for US 60 / Grand Avenue Corridor

- ADOT will:
 - Initiate a feasibility study for RTP Phase II (2011-2015) improvements this summer
 - Form a working group with representation from Grand Avenue communities
 - Work with Grand Avenue Corridor Working Group to obtain community input for study



Loop 303 Freeway Corridor Development

- Future half-loop around West Valley
- Phased funding for a six-lane freeway
- Development to occur in stages:
 - Happy Valley to I-17 (construct interim roadway)
 - US 60/Grand Ave to I-17 (complete to six lanes)
 - I-10 to US 60 (complete to six lanes)
 - SR 801 to I-10 (new freeway)
- Interim roadway (I-10 to I-17) by 2010
- Full completion from SR 801 to I-17 by 2017

Loop 303 Freeway Corridor Development



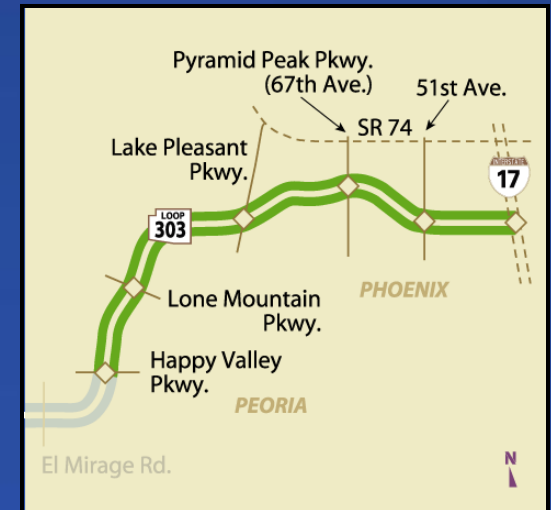
Regional Transportation Plan Phases:			
Phase I	2006-2010	Phase III	2016-2020
Phase II	2011-2015	Phase IV	2021-2025

*Pending outcome of environmental process.



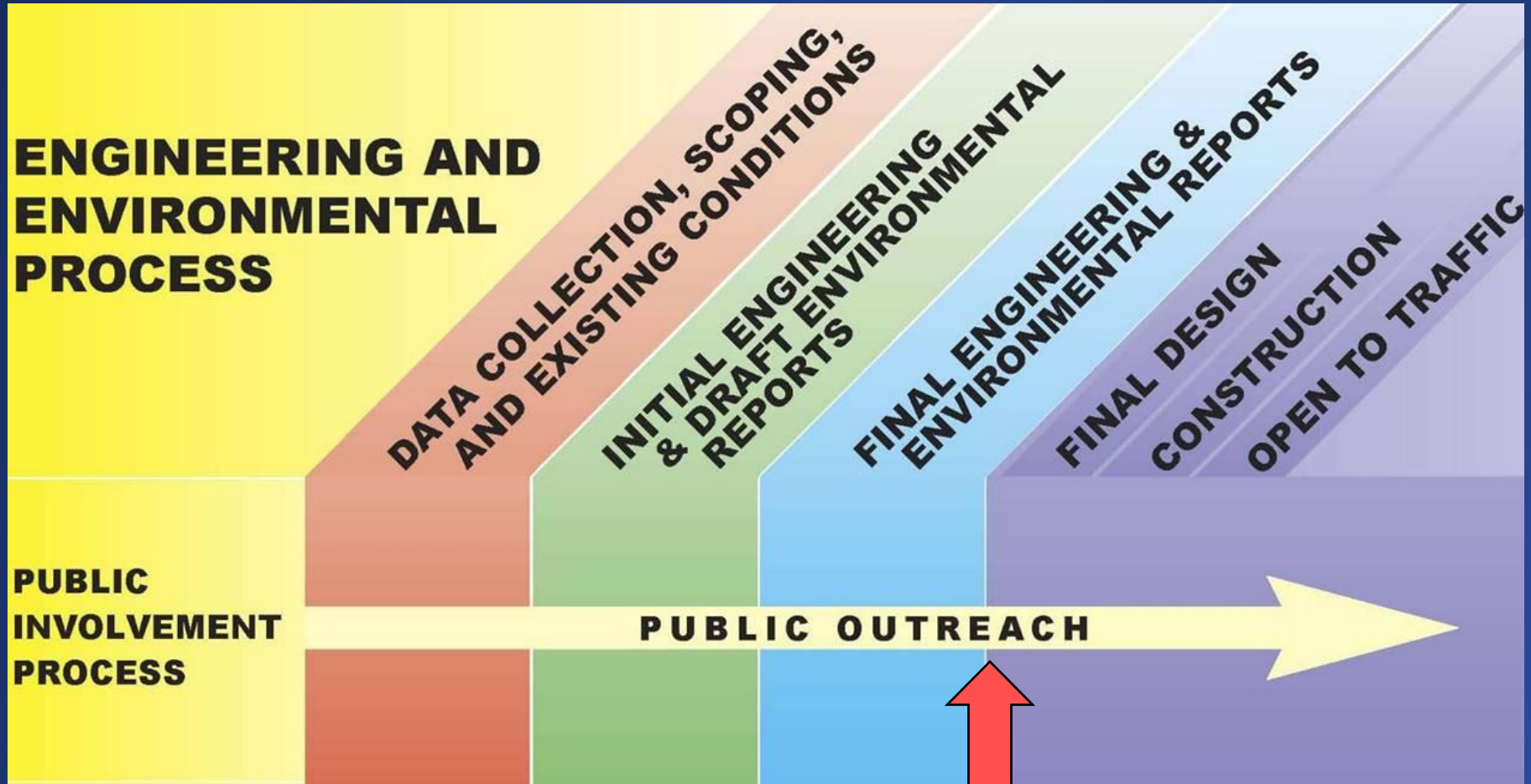
Loop 303 Happy Valley Parkway to I-17

- Interim development
 - 14-mile, interim four-lane divided roadway
 - Includes interim interchange with I-17
 - \$200 million
 - Final Design to begin in 2007
 - Construction scheduled to start in 2008 and be completed by 2010





Loop 303 Happy Valley Parkway to I-17

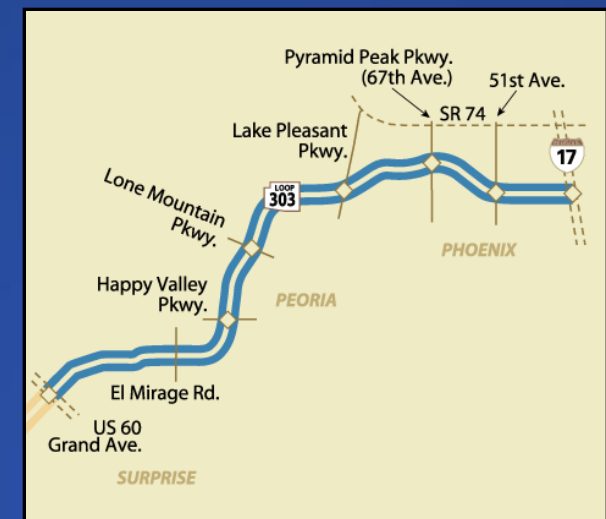


Project Status



Loop 303 US 60 to I-17

- Second stage project will complete 20-mile section to a six-lane divided freeway
- Interchanges planned at major streets
 - None planned between US 60 and El Mirage Road
- Freeway-to-freeway interchange at I-17 and Loop 303
- \$305 million in RTP Phase II (2011-2015)
- Completion anticipated in 2017

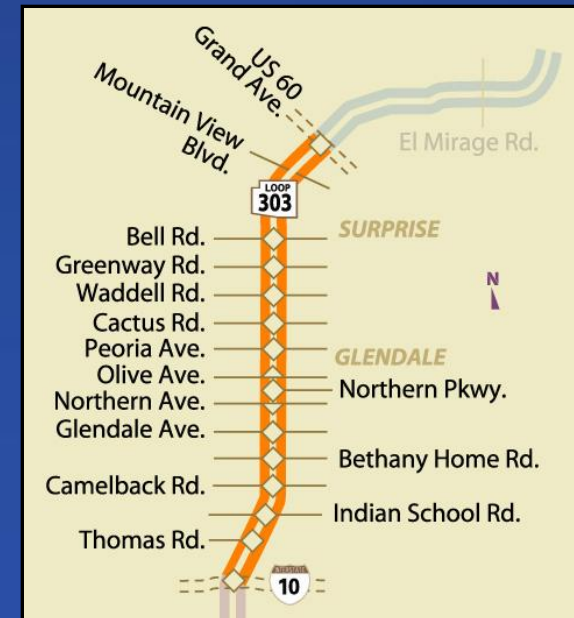




Loop 303 I-10 to US 60

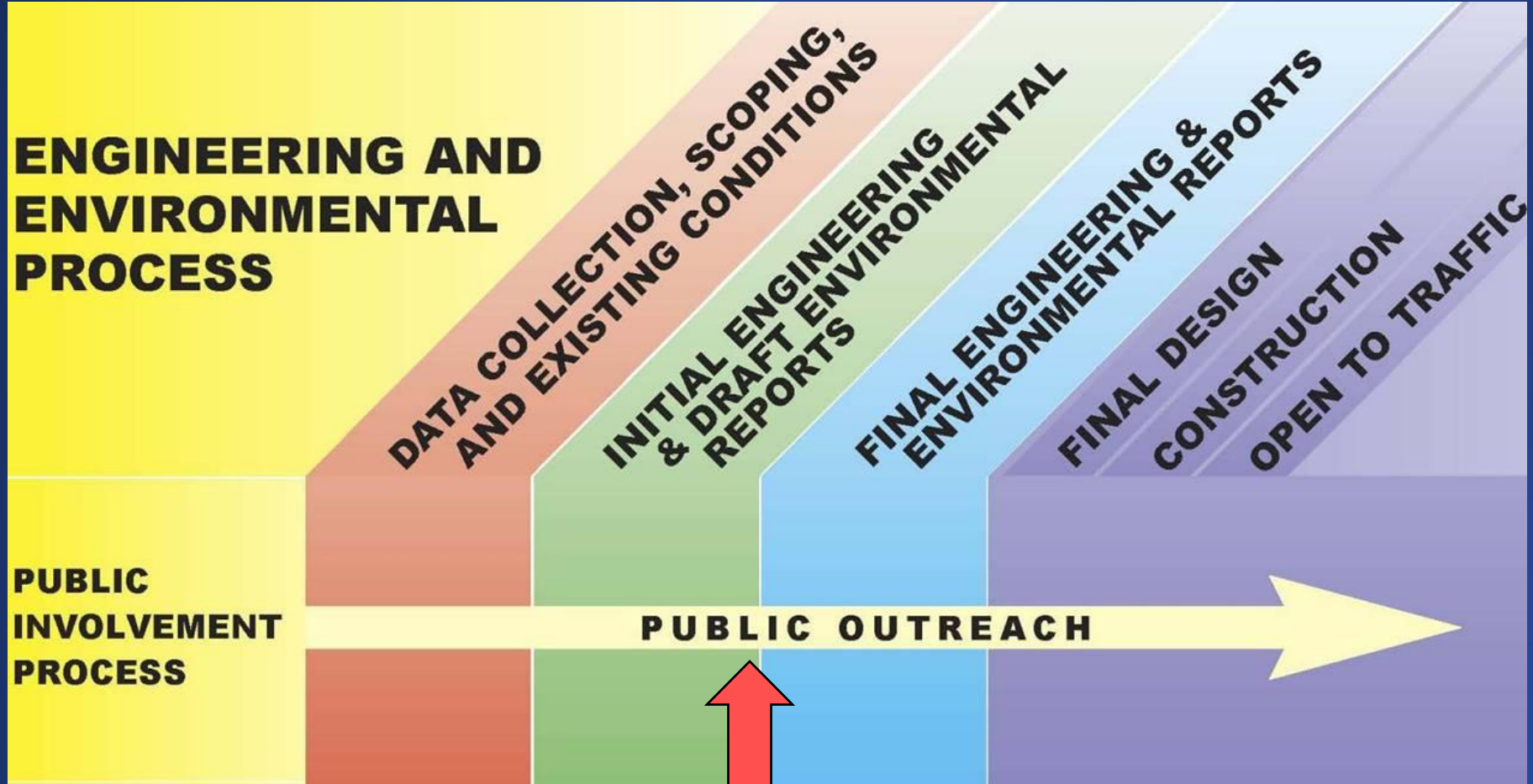
- Project* converts existing 16-mile two-lane roadway to a six-lane divided freeway
- Interchanges at major arterial streets plus multilevel interchange at Loop 303 and US 60
- Freeway-to-freeway interchange with I-10
- \$545 million in RTP Phase II (2011-2015)
- Completion anticipated in 2017

*Project pending outcome of environmental process.





Loop 303 I-10 to US 60





Statewide Transportation Acceleration Needs (STAN) Funding

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- Late 2006, state approved \$22 million to construct* some Loop 303 projects at least five years ahead of schedule, including:
 - New bridge over Loop 303 at Bell Road
 - Interim at-grade intersection with Bell Road on west side of existing Loop 303
 - Improvements at Cactus and Waddell roads to:
 - Enhance driver safety
 - Minimize potential impacts of future Loop 303 construction on the cross streets and adjacent development



Loop 101 Agua Fria Freeway Corridor Development

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- Interstate 10 to US 60 (Grand Avenue)
 - Add a new HOV lane each direction
RTP Phase III (2016-2020)
 - Add a general purpose lane each direction
Phase IV (2021-2025)
- US 60 (Grand Avenue) to Interstate 17
 - Add a new general purpose lane and an HOV lane each direction in Phase IV
- Landscape improvements
 - Additional landscaping from Northern to 31st avenues in fall 2007



Loop 101 Agua Fria Freeway Corridor Development *(continued)*

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- Cable median barriers
 - Upgrade barriers to comply with new highway standards
- Traffic Interchange improvements at:
 - Bethany Home Road
 - complete north half-diamond by fall
 - Beardsley Road extension/connection
 - in partnership with City of Peoria
 - Union Hills Drive
 - Thunderbird Road



Loop 101 Agua Fria

Freeway Projects





For More Information...

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Northwest Valley

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